



Midvale Blvd
(University Ave to Mineral Point Rd)
Safe Streets Madison Meeting

October 30, 2023

Zoom Meeting Protocols

- Turning off video will preserve bandwidth.
- Stay on mute during the presentation
- To ask questions during the presentation, type them into the Chat box
- At the end of the presentation, click Reactions and select Raise Hand to speak OR use the Chat function to type in your comments/questions.
- Lower your hand when you are done speaking.
- If you called into the meeting, use *9 to raise and lower your hand.

Welcome & Introductions

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Agenda

Let's
Talk
Streets

- Introductions
- What is the Safe Streets Madison program?
 - Complete Green Streets
 - Vision Zero
- Data
 - Current Transit, Bike and Pedestrian Network
 - Speed and volume data
 - Parking Usage Data
- Review previous feedback
- Potential Improvements
- Next Steps
- Discussion & Questions



What is Safe Streets Madison?

Let's
Talk
Streets

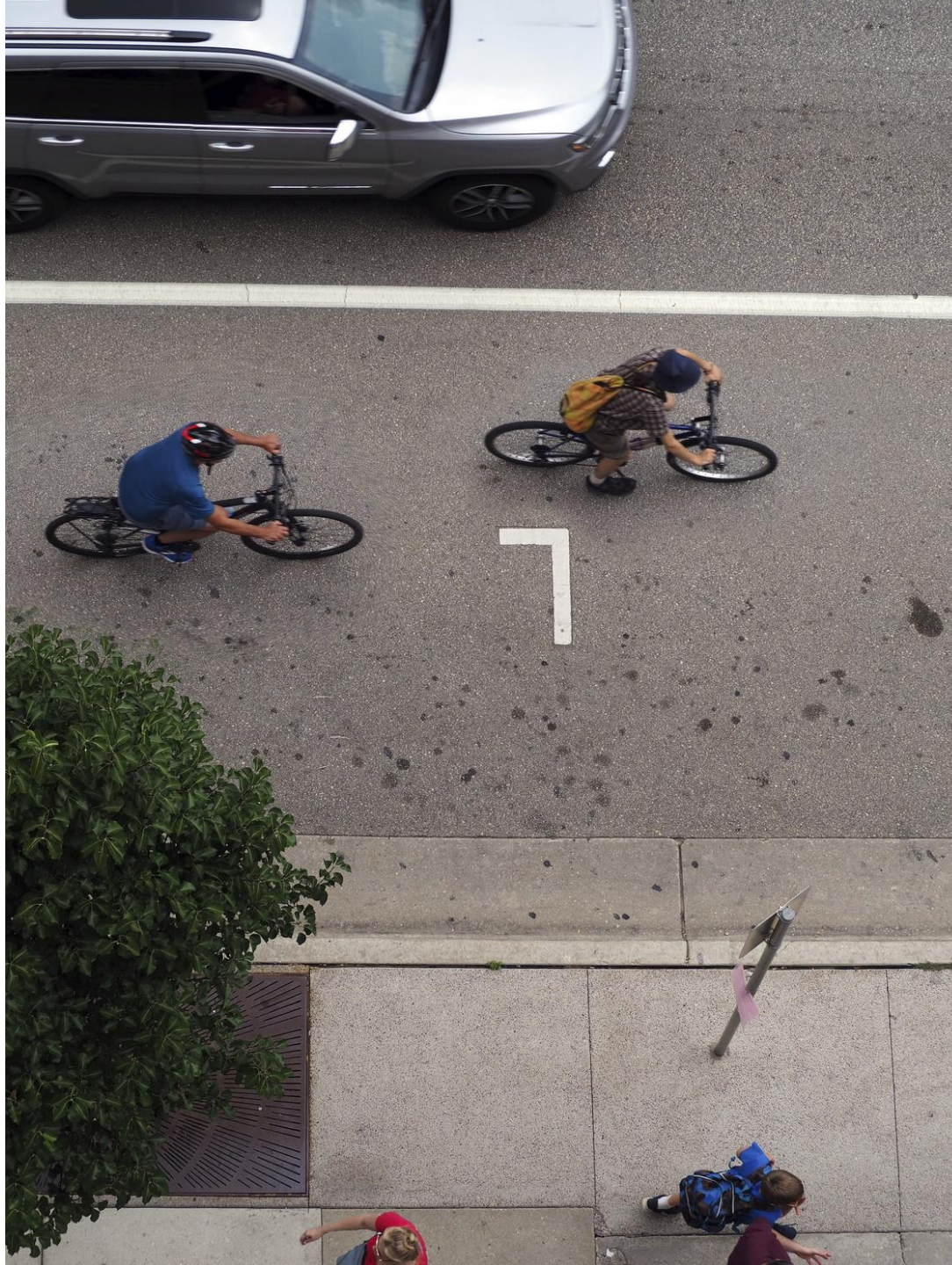
Funding program focused on safety for all transportation modes and improving connectivity for walking/biking

Program Priorities

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
- Improve connectivity by closing gaps in the City's pedestrian and bicycle networks and ensure they are accessible for people of all ages and abilities
- Support goals of Vision Zero and Complete Green Streets

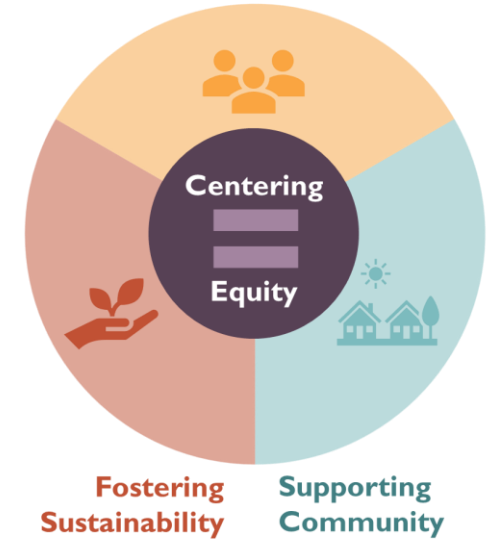


City of Madison Complete Green Streets Guide

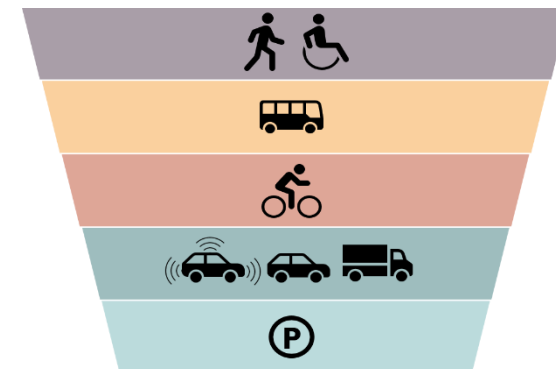


STREET VALUES

Putting People First



MODAL HIERARCHY



Approved January 6, 2023



Principles of Complete Green Streets

- Streets are for everyone, no matter who they are or how they travel.
- There is no one design but instead each design considers the specific context of the neighborhood and street.
- Streets are designed and operated to prioritize safety, comfort and access for all users.
- Green infrastructure integrates sustainability in the right of way to help our City be more resilient and helps provide a welcoming public place.

VISION ZERO MADISON

ACTION PLAN
2020 - 2035



Why Vision Zero?

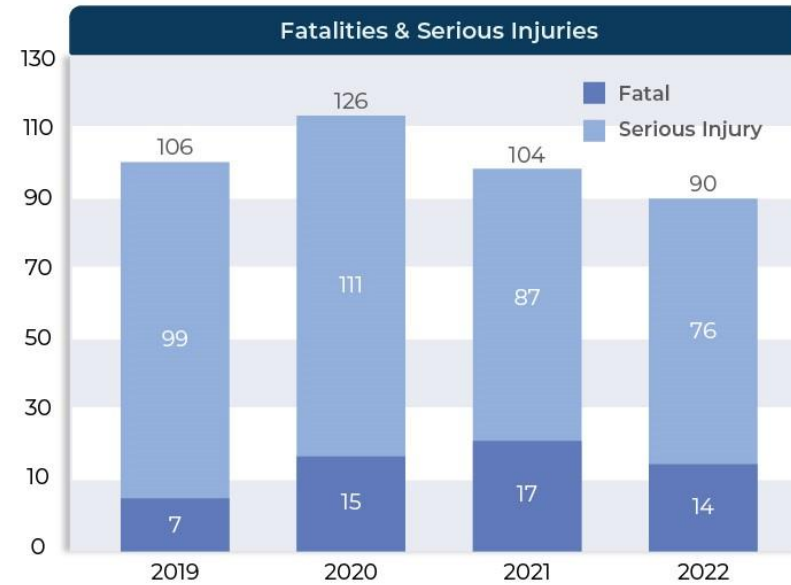
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and now it's gaining momentum in major American cities.

Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.



Fatalities and serious injuries down 29% from 2020 to 2022

Safe Streets Madison Project Selection

Safe Streets Madison project ranking considers:

- Project located on High Injury Network and consideration of fatal & injury crashes in last 5 years
- Gaps in the walking & bicycling network
- Impact of solution on safety and/or walk/bike network
- Speeding by itself is not a factor in project selection
 - Change in 2022 when Neighborhood Traffic Management Program ended

Pedestrian Connections

Map Legend

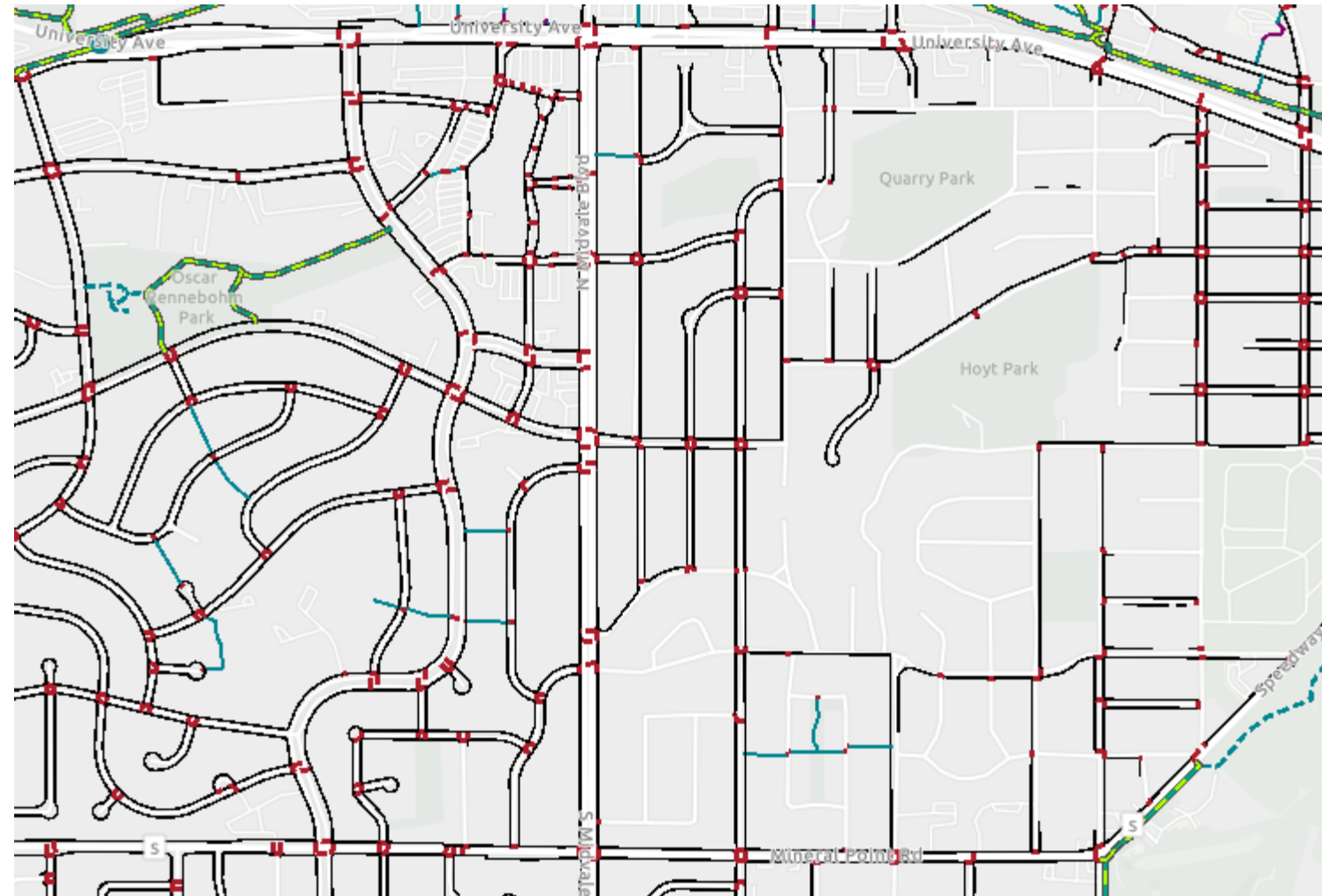
Pedestrian_Facilities

Transition Point Accessibility

- Curb Cut, Accessible
- No Curb Cut, Accessible
- Driveway Apron, Accessible
- ⊗ Inaccessible
- ▲ Steps, Inaccessible






Sidewalk

- Sidewalk
- - - Crosswalk
- Pedestrian Path
- Municipal Lot
- Hiking



Neighborhood Bike Network


On Street Facilities

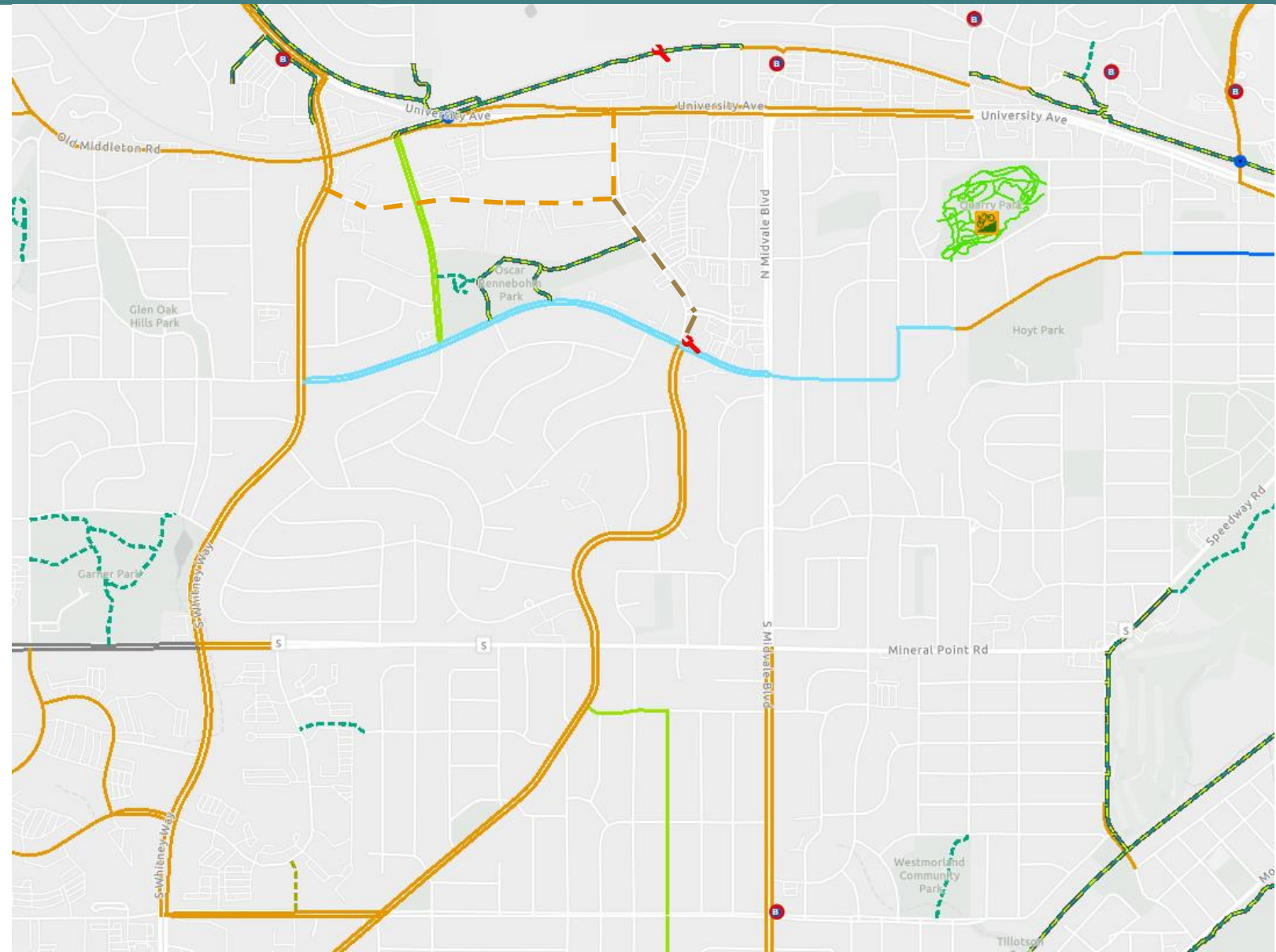
-  Bike Lane
-  Local Street - Bike Boulevard
-  Protected Bike Lane
-  Bus Lane - Bikes Allowed
-  Other/Multiple On-Street Facilities
-  Local Street - Connecting Route

Local Roadway / Connecting Through Route

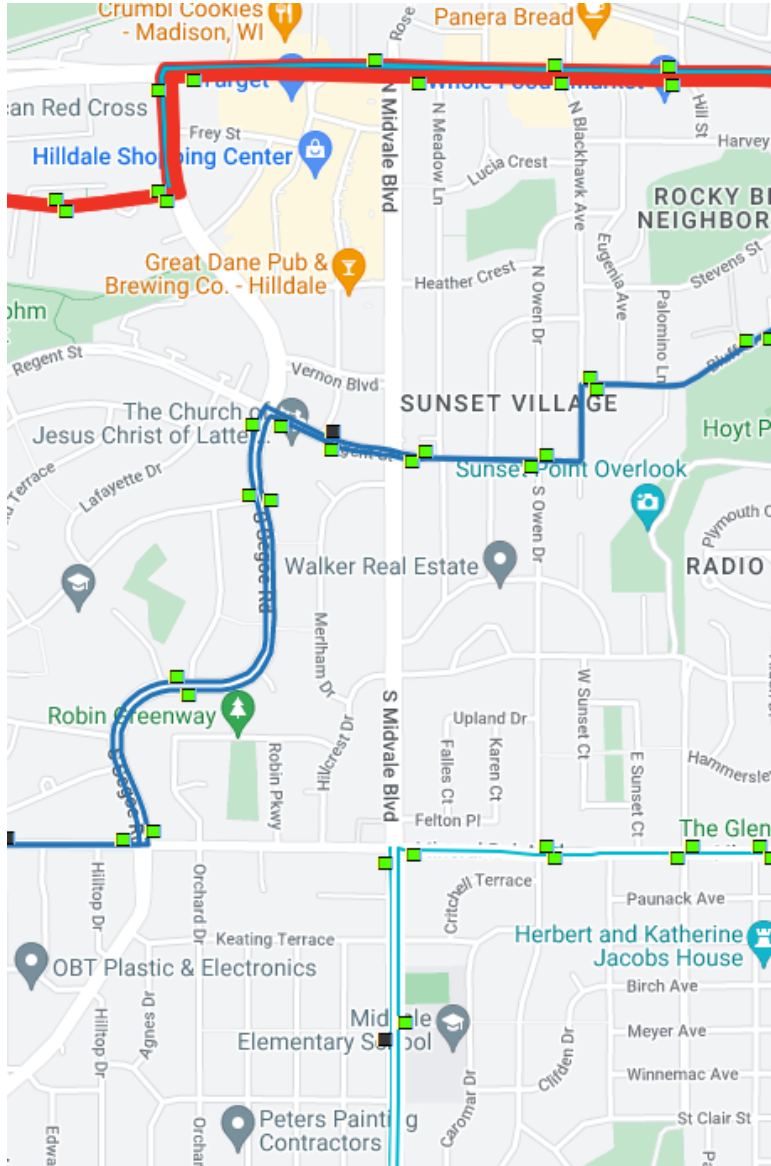


Pedestrian Path (Bikes Allowed)

-  Public Path



New Transit Network



- Bus Rapid Transit stop on University Ave at Midvale Blvd
- Route E crosses Midvale Blvd on Regent St
- Route J stops on Mineral Point Rd at Midvale Blvd
- More info mymetrobus.com

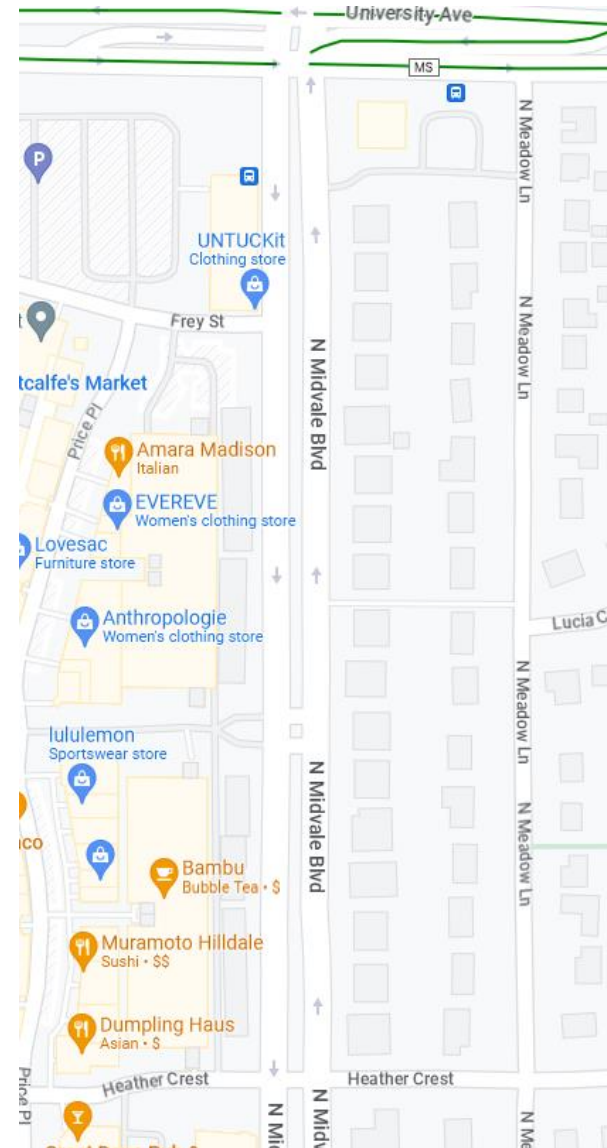
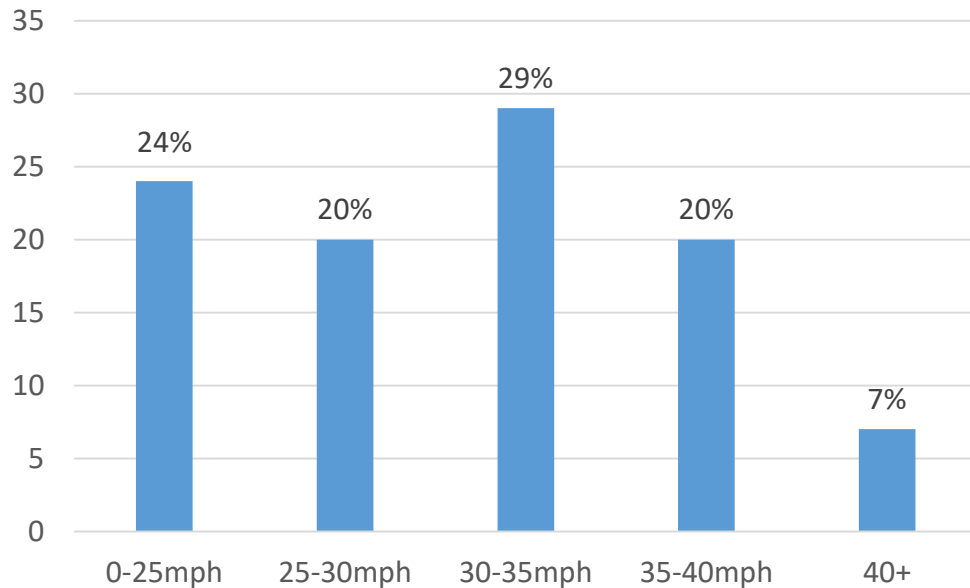
N Midvale Blvd (Hilldale Entrance to Heather Crest)

October 2023– 15,180 Daily Motor Vehicles

December 2019 – 20,561 Daily Motor Vehicles

Speed Study October 2023

Motor Vehicle Speeds

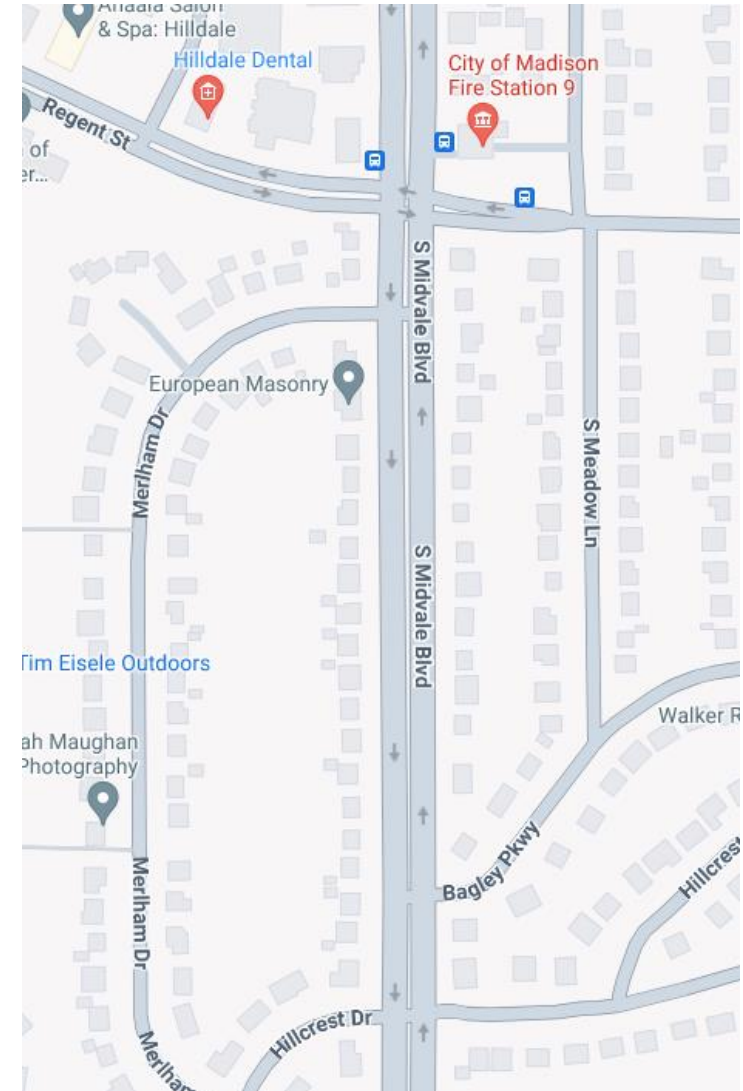
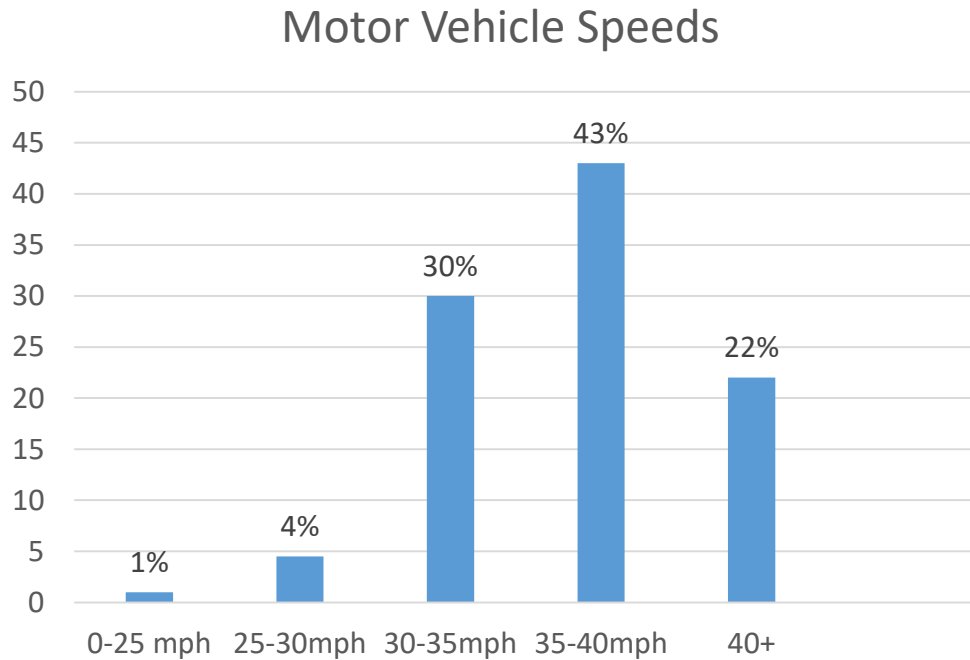


N Midvale Blvd (Regent- Merlham)

October 2023 – 20,064 Daily Motor Vehicles

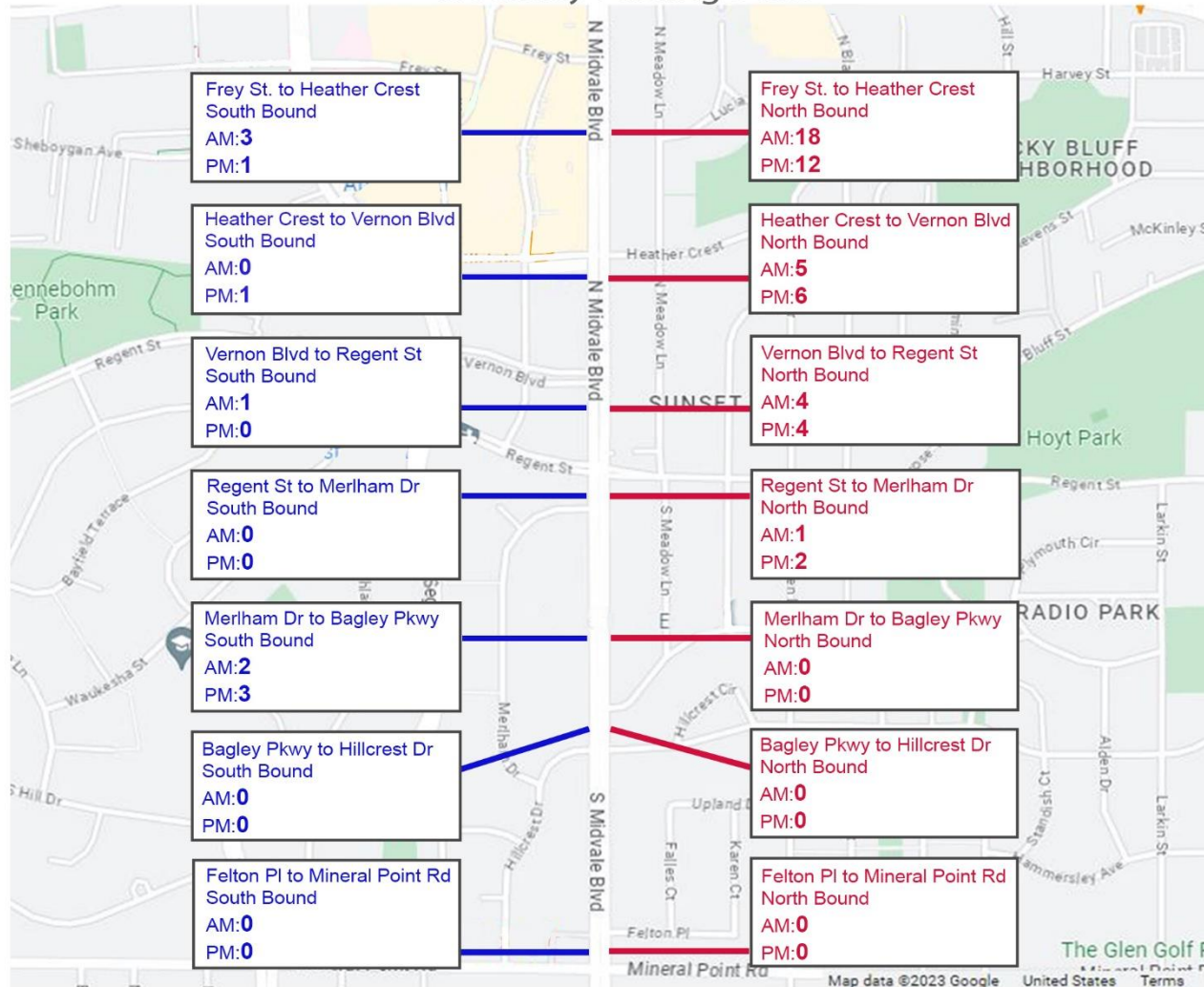
December 2019 – 23,397 Daily Motor Vehicles

Speed Study: October 2023



Parking Data

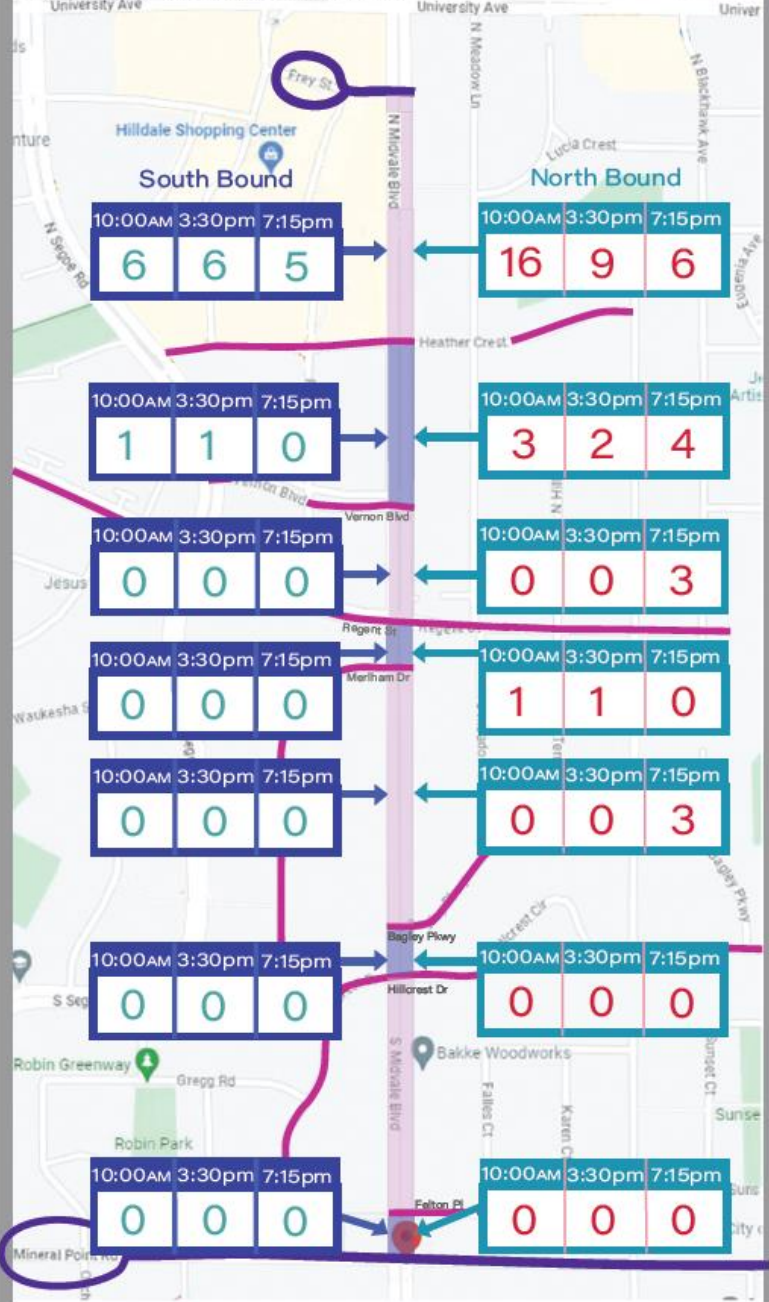
Weekday Parking Data



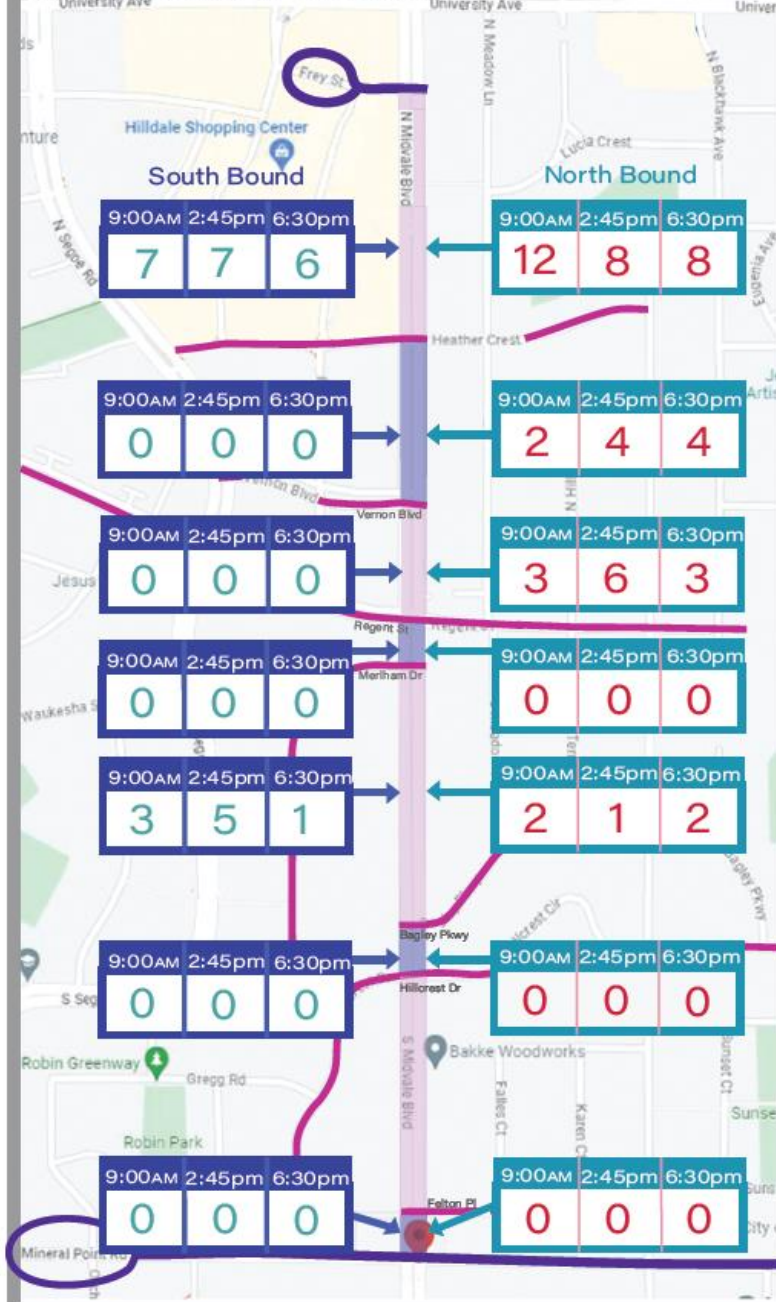
- One day parking count in May 2023
- Completed on weekday
- Mid-morning & mid afternoon count

Parking Data

Conducted: Tuesday, Oct 17, 2023



Conducted: Saturday, Oct 21, 2023



- One day parking count on Tuesday
- One day parking count on Saturday

Previous Feedback Summary

Let's
Talk
Streets

Crossing Midvale Blvd is difficult. Would support shortened crossings. Especially hard for people with limited mobility.

Need a safe bicycle facility as there are many important destinations on Midvale Blvd.

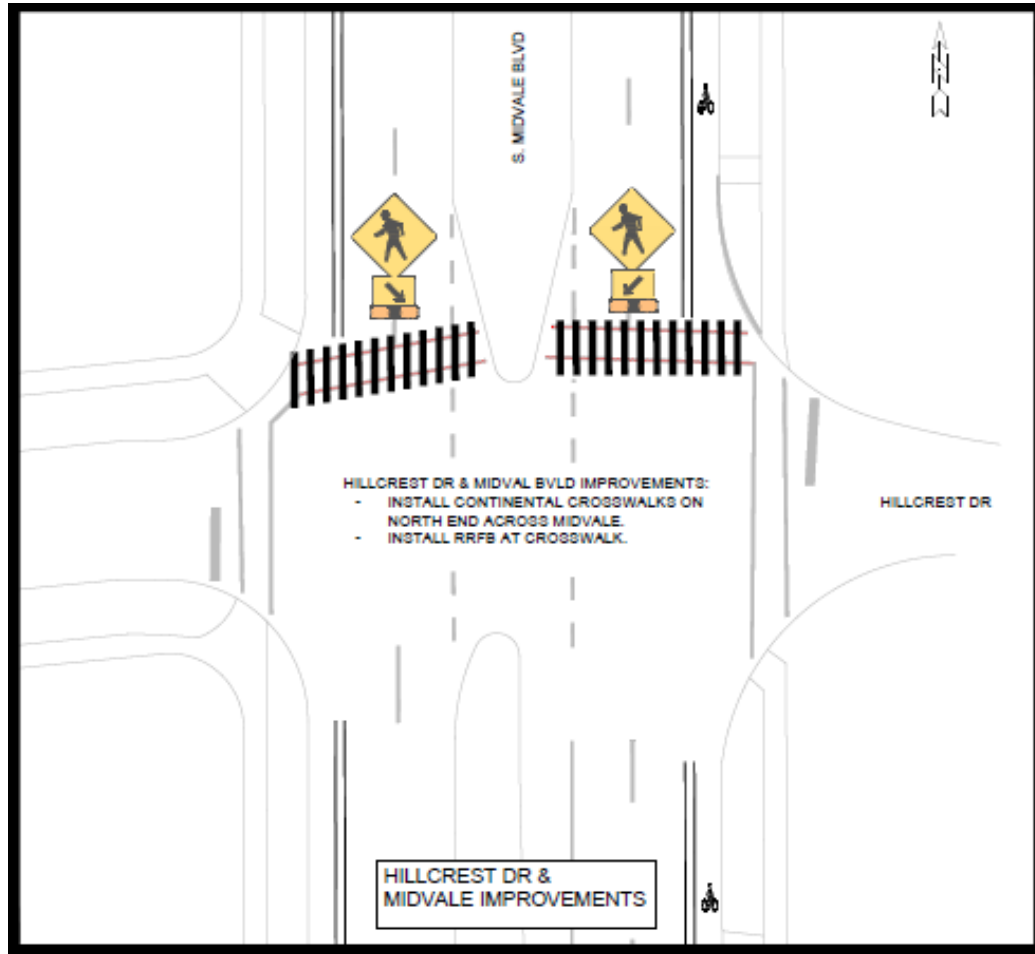
Parking is valued by residents on Midvale Blvd and needed.

Trade off of slight delay in getting to Verona Rd is worth it to have a safe street

People drive too fast which makes Midvale Blvd unsafe for everyone.



Proposed Improvement: Midvale at Hillcrest

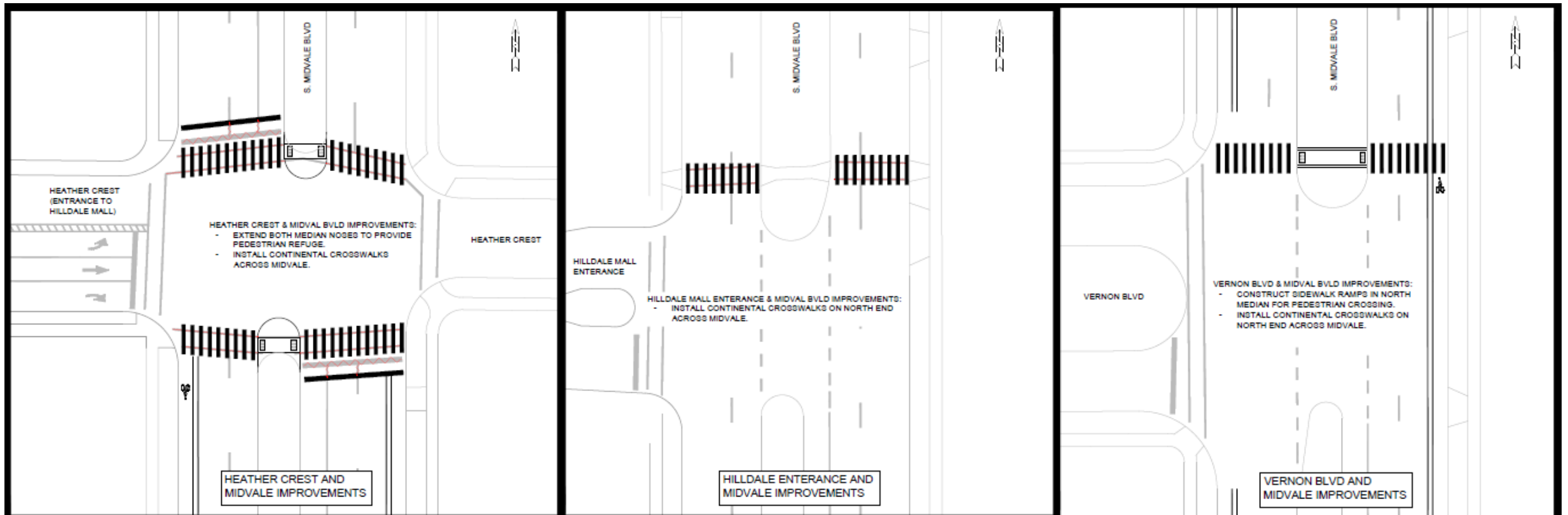


- Rapid Flashing Beacon crosswalk light
- High visibility crosswalks



Proposed Improvements: Midvale Crosswalks

- Heather Crest– Expand median nose to create pedestrian refuge, add high visibility crosswalks
- Vernon Blvd – Construct sidewalk ramps, add high visibility crosswalks
- Hilldale entrance, Regent St – Add high visibility crosswalks

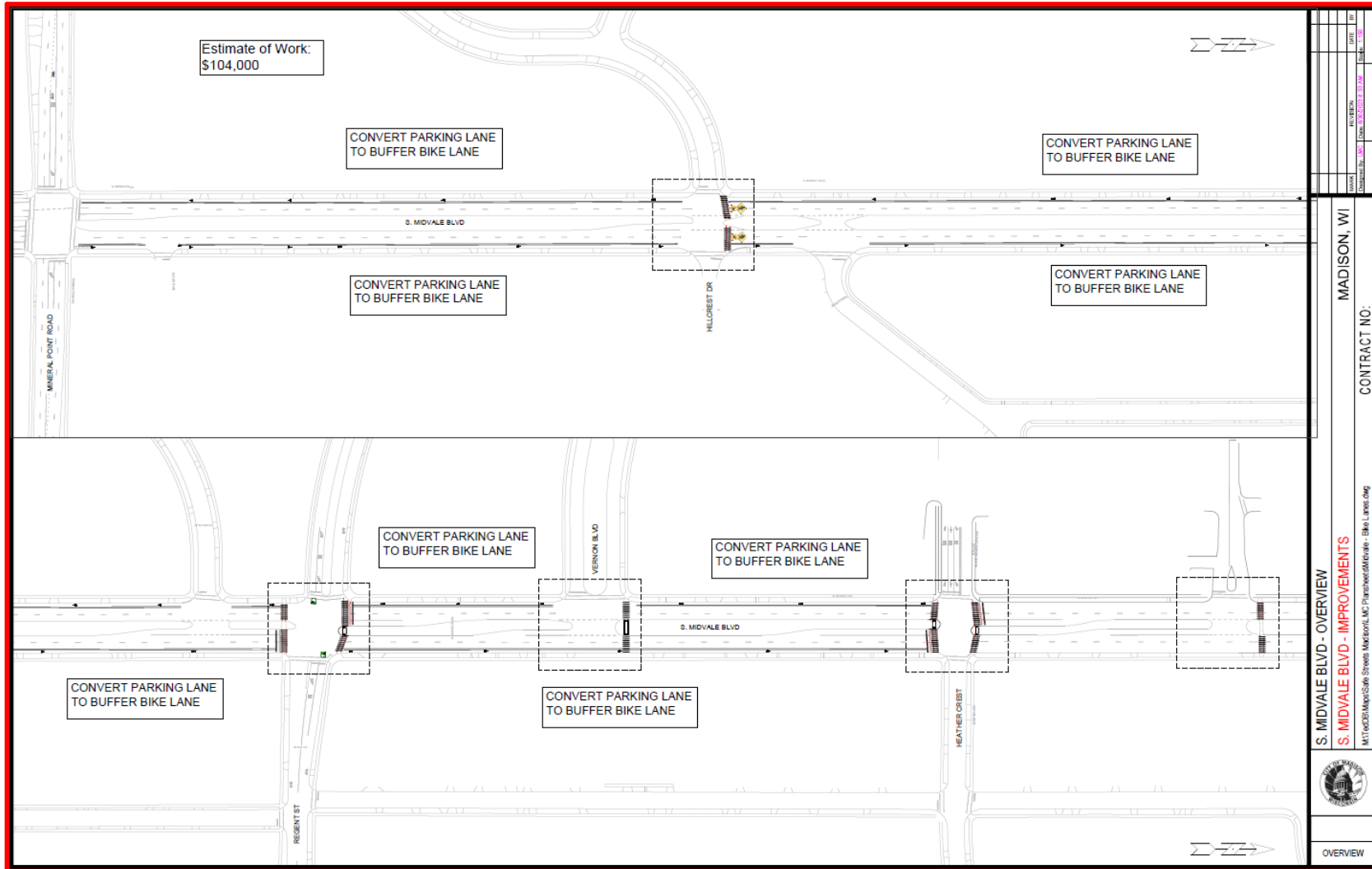


Proposed Improvement: Buffered Bike Lanes



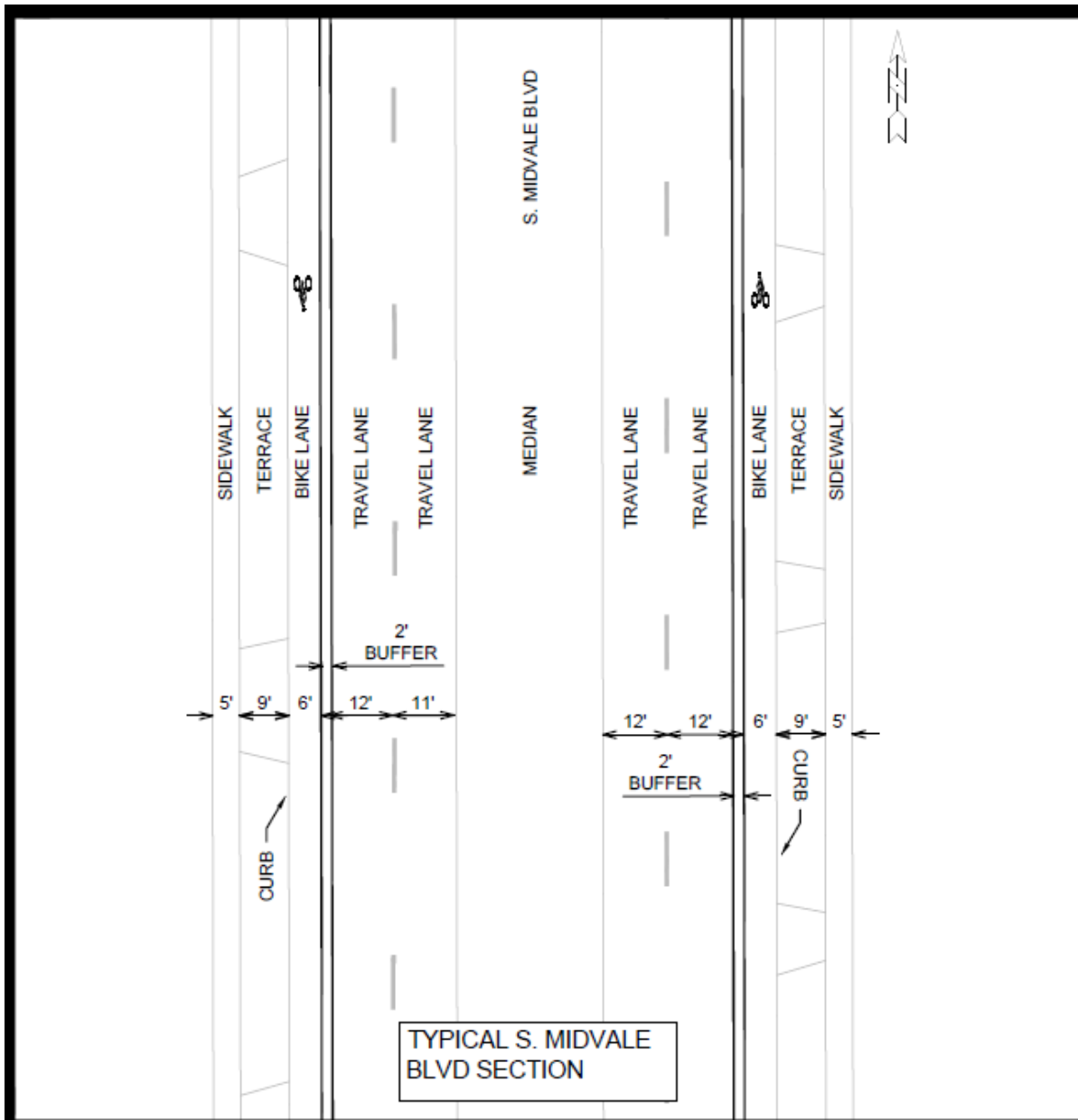
- Provides dedicated space for biking
 - Provides lower stress bike facility on major street
 - Allows more space for correction if a car drifts into the bike lane
 - Makes it easier for cars to pass bicyclists with required 3 feet of distance
- Requires parking removal or lane reduction

Proposed Improvement: Buffered Bike Lanes



Proposal for buffered bike lane from:
Heather Crest to Mineral Point Rd

Proposed Improvement: Buffered Bike Lanes



Buffered Bike Lane
Typical Section

Transportation Commission Process

- Safe Streets Madison projects are all reviewed and approved by the Transportation Commission
 - Presented crosswalk improvements and buffered bike lanes at September 13, 2023 meeting
 - Tentative approval of proposals
 - Transportation Commission requested review of buffered bike lane to extend from University Ave to Heather Crest on southbound side
- RP3 Parking changes requires an official Public Hearing at the Transportation Commission
 - Not currently scheduled
 - Changes to Midvale Blvd not official until the public hearing is held and final decision on parking made
- Decision made to hold additional public meeting to gather more feedback and answer questions before Public Hearing happens

Additional Midvale Blvd Options

Other Lane Changes

- One potential: Two lanes at peak time only and one lane off peak
 - Peak time = AM northbound, PM southbound
 - Based on 2023 traffic count data - Lower volumes than 2019 count

Some Considerations

- Bike facility
 - This would require a bike lane next to the curb (to the right of the parking/peak hour lane)
 - Is this the priority bicycle corridor for improvements in this area? Or is another corridor a bigger priority for an all ages ability bike facility?
- Parking
 - If parking is only available at non-peak time would this meet resident needs?
 - Can residents get by with fewer parking spaces to improve visibility of bike lanes at driveways and intersections?
- Other
 - Intersections & signals would need to work with new configuration
 - Project scope could be beyond the Safe Streets Madison program resources

Additional Midvale Blvd Options

Bike lane next to curb with parking on outside



NEXT STEPS



REVIEW

- Staff will compile and analyze all new feedback received

REFINE DESIGNS

- Work on any new designs and post on the project website
- Determine timeline for additional public input opportunities

PROJECT APPROVAL

- Transportation Commission late 2023/early 2024

www.cityofmadison.com/trafficEngineering/SafeStreets.cfm

Discussion



Initial Proposal

- Crosswalk enhancements
- Buffered bike lane - would include parking removal

Potential Improvement

- Travel lane changes– Curbside bike lane, some parking reductions or time limit restriction

Other questions or discussion items

- Other desired improvements to support safety and walking/biking connectivity
- Priority bicycle connections for improvement to serve this area

Submit additional comments to safestreets@cityofmadison.com
www.cityofmadison.com/trafficEngineering/SafeStreets.cfm